

Fallin
Farr
Fattah
Feeney
Ferguson
Filner
Flake
Forbes
Fortenberry
Fossella
Foxy
Frank (MA)
Frelinghuysen
Gallegly
Garrett (NJ)
Gerlach
Giffords
Gilchrest
Gillibrand
Gillmor
Gingrey
Gohmert
Gonzalez
Goode
Goodlatte
Gordon
Granger
Graves
Green, Al
Grijalva
Gutierrez
Hall (NY)
Hall (TX)
Hare
Harman
Hastert
Hastings (FL)
Hastings (WA)
Hayes
Heller
Hensarling
Herger
Hersteth
Higgins
Hill
Hinchey
Hinojosa
Hirono
Hobson
Hodes
Hoekstra
Holden
Holt
Honda
Hooley
Hoyer
Hulshof
Hunter
Inglis (SC)
Inslee
Israel
Issa
Jackson (IL)
Jackson-Lee
(TX)
Jefferson
Jindal
Johnson (GA)
Johnson (IL)
Johnson, E. B.
Johnson, Sam
Jones (NC)
Jones (OH)
Jordan
Kagen
Kaptur
Keller
Kennedy
Kildee
Kilpatrick
Kind
King (IA)
King (NY)
Kirk
Klein (FL)
Kline (MN)
Knollenberg
Kucinich
Kuhl (NY)
LaHood
Lamborn
Langevin
Lantos
Larsen (WA)
Larson (CT)
Latham
LaTourette
Lee
Levin

Lewis (CA)
Lewis (GA)
Lewis (KY)
Linder
Lipinski
LoBiondo
Loebsock
Lofgren, Zoe
Lowey
Lucas
Lungren, Daniel
E.
Lynch
Mack
Mahoney (FL)
Maloney (NY)
Manzullo
Marchant
Markey
Marshall
Matheson
Matsui
McCarthy (CA)
McCarthy (NY)
McCaul (TX)
McCollum (MN)
McCotter
McCrery
McDermott
McGovern
McHenry
McHugh
McIntyre
McKeon
McMorris
Rodgers
McNerney
McNulty
Meek (FL)
Meeks (NY)
Melancon
Mica
Michaud
Miller (FL)
Miller (MI)
Miller (NC)
Miller, Gary
Miller, George
Mitchell
Mollohan
Moore (KS)
Moore (WI)
Moran (KS)
Moran (VA)
Murphy (CT)
Murphy, Patrick
Murphy, Tim
Murtha
Muscgrave
Myrick
Nadler
Napolitano
Neal (MA)
Neugebauer
Nunes
Oberstar
Obey
Olver
Ortiz
Pallone
Pascarell
Pastor
Payne
Pearce
Pence
Perlmutter
Peterson (MN)
Peterson (PA)
Petri
Pickering
Pitts
Platts
Poe
Pomeroy
Porter
Price (GA)
Price (NC)
Pryce (OH)
Putnam
Radanovich
Rahall
Ramstad
Rangel
Regula
Rehberg
Reichert
Renzi
Reyes
Reynolds

Rodriguez
Rogers (AL)
Rogers (KY)
Rogers (MI)
Rohrabacher
Ros-Lehtinen
Roskam
Ross
Rothman
Roybal-Allard
Royce
Ruppersberger
Rush
Ryan (OH)
Ryan (WI)
Salazar
Sali
Sanchez, Linda
T.
Sanchez, Loretta
Sarbanes
Saxton
Schakowsky
Schiff
Schmidt
Schwartz
Scott (GA)
Scott (VA)
Sensenbrenner
Serrano
Sessions
Sestak
Shadegg
Shays
Shea-Porter
Sherman
Shimkus
Shuler
Shuster
Simpson
Sires
Skeltton
Slaughter
Smith (NE)
Smith (NJ)
Smith (TX)
Smith (WA)
Snyder
Solis
Souder
Space
Spratt
Stark
Stearns
Stupak
Sullivan
Sutton
Tanner
Tauscher
Taylor
Terry
Thompson (CA)
Thompson (MS)
Thornberry
Tiahrt
Tiberi
Tierney
Towns
Turner
Udall (CO)
Upton
Van Hollen
Velázquez
Visclosky
Walberg
Walden (OR)
Walsh (NY)
Walz (MN)
Wamp
Wasserman
Schultz
Waters
Watson
Watt
Waxman
Weiner
Welch (VT)
Weldon (FL)
Weller
Westmoreland
Wexler
Whitfield
Wicker
Wilson (NM)
Wilson (OH)
Wilson (SC)

Wolfe
Woolsey

Paul

Andrews
Carson
Lucas
Davis, Jo Ann
Ellsworth

Wu
Wynn

Tancredo

Franks (AZ)
Green, Gene
Kanjorski
Kingston
Lampson

Young (AK)
Young (FL)

Meehan
Millender-
McDonald
Udall (NM)
Yarmuth

NAYS—2

NOT VOTING—14

□ 1427

So (two-thirds being in the affirmative) the rules were suspended and the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. GENE GREEN of Texas. Mr. Speaker, on rollcall No. 193, had I been present, I would have voted "yea."

PERSONAL EXPLANATION

Mr. YARMUTH. Mr. Speaker, I was unavoidably detained during the recorded votes for rollcall Nos. 192 and 193. Had I been present I would have voted "yea" for both measures.

GENERAL LEAVE

Mr. THOMPSON of Mississippi. Madam Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and insert extraneous material into the RECORD on H.R. 1401.

The SPEAKER pro tempore (Ms. CLARKE). Is there objection to the request of the gentleman from Mississippi?

There was no objection.

RAIL AND PUBLIC TRANSPORTATION SECURITY ACT OF 2007

The SPEAKER pro tempore. Pursuant to House Resolution 270 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the consideration of the bill, H.R. 1401.

□ 1429

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the state of the Union for the consideration of the bill (H.R. 1401) to improve the security of railroads, public transportation, and over-the-road buses in the United States, and for other purposes, with Mr. BUTTERFIELD in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered read the first time.

General debate shall not exceed 1 hour and 20 minutes, with 1 hour equally divided and controlled by the chairman and ranking minority member of the Committee on Homeland Security and 20 minutes equally divided and controlled by the chairman and ranking minority member of the Committee on Transportation and Infrastructure.

The gentleman from Mississippi (Mr. THOMPSON) and the gentleman from New York (Mr. KING) each will control 30 minutes, and the gentleman from Minnesota (Mr. OBERSTAR) and the gentleman from Florida (Mr. MICA) each will control 10 minutes.

The Chair recognizes the gentleman from Mississippi.

□ 1430

Mr. THOMPSON of Mississippi. Mr. Chairman, I yield myself as much time as I may consume.

Three years ago this month, 10 explosions shook Madrid's commuter rail systems, killing 191 people and leaving thousands wounded. As Americans, we mourned the loss felt by Spain. We wondered whether terrorists would try the same here at home. Then we waited.

The next year, suicide bombers attacked the Tube in London. Last year, it was Mumbai. Last month, it was New Delhi. Each time we watched and waited.

Mr. Chairman, the time for wondering and waiting has come and gone. Today, we act. The Rail and Public Transportation Security Act of 2007 makes clear that America simply will not wait for terrorists to attack our trains, buses and subways. We will act now to secure them.

A bipartisan bill, H.R. 1401, was passed unanimously out of the Committee on Homeland Security. This legislation goes a long way to protect our rail and mass transit systems so that we can move freely, yet securely, through our communities.

For example, it requires rail and public transportation systems to complete vulnerability assessments and security plans. It requires the Department of Homeland Security to finally develop a strategy for rail and transportation security. It strengthens intelligence and information-sharing efforts. It ensures that hardworking rail and public transportation employees are trained and on the lookout for security violations. It requires railroads to use the most secure routes to transport hazardous materials. It provides for much-needed R&D testing and technology in the rail and public transportation arena.

I am certain that bill is not without its naysayers. There are some that have and will continue to say that we can never secure these systems. I have heard many excuses from people in the past years. They say that the systems are too expensive, that the systems are too open, that we should only worry about aviation.

I say in response, if Congress does nothing and America is attacked, it will be our responsibility. We will deserve to be judged harshly for our inaction. Instead of waiting, let's do something right and protect the people we are here to serve.

I urge all of my colleagues to support this bill.

Mr. Chairman, I submit these two letters, correspondence between myself and Mr. WAXMAN, chairman of the Committee on Oversight